

[28 November, 2006]

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(c) Presently, at AAI's Hyderabad airport there is no open access model for supply of ATF. Consequent upon restructuring and handling over of Mumbai and Delhi airports to JVCs, the new operators are free to take a decision on the matter. Similarly, for Greenfield airports at Hyderabad and Bangalore, the decision rests with the concerned operators.

Casual labours in Indian Airlines

556. SHRI CHITTABRATAMAJUMDAR:
SHRI TAPAN KUMAR SEN:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of casual labours working in Indian Airlines on 90 days basis at various regions of Mumbai, Kolkata, Chennai and Delhi (region-wise break up) and for how long they have been working;

(b) whether these casual labours have been empanelled for regular vacancies to be filled up as per the Recruitment and Promotion Rules of Indian Airlines; and

(c) whether the vacancies will be filled up by the Indian Airlines before the proposed merger of Air India and Indian Airlines is completed?

THE MINISTER OF STATE OF THE MINISTRY OF CIVILAVIATION (SHRI PRAFUL PATEL): (a) As on 31.10.2006, there were 1495 casual workers engaged in Indian Airlines in different regions as under-Northern Region-403, Headquarters-61, Southern Region-321, Hyderabad-72, Eastern Region-233, Western Region-405. As records on engagement of casual labour are normally retained for three years only, the length of service rendered by these casual workers cannot be ascertained. However, many of them have been working on rotation basis for three years.

(b) and (c) No, Sir.

Leasing of aircrafts

557. SHRI CHITTABRATAMAJUMDAR:
SHRI TAPAN KUMAR SEN:

Will the Minister of CIVILAVIATION be pleased to state:—

(a) what is the fleet strength of Indian Airlines and Air India as on 31st October, 2007 (type-wise, owned and leased breakup),

(b) the number of aircrafts which have been flying out of the leased and owned aircrafts and how many are grounded as on 31st October, 2006;

(c) the payment conditions for leased aircrafts when these aircrafts are grounded;

(d) whether lease amount is payable even if the aircraft is grounded; and

(e) if so, the terms and conditions of the payment?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The fleet strength of Air India and Indian Airlines as on 31 st October, 2006 are:

Air India including Air India Express			Indian Airlines including Alliance Air		
	Owned	Leased	Aircraft type	Owner	Leased
Aircraft Type	6	4	A300	3	Nil
Boeing B747-400	2		A320	30	18
Boeing B747-300 Combi	8	Nil	A319	1	5
AirbusA310-300		11			
Boeing B777	Nil	4	B-737	11	Nil
			ATR-42	Nil	4
			DO-228	2	

(b) All the aircraft in the airlines fleet owned and taken on dry lease are airworthy. However, in order to maintain aircraft in airworthy condition it is mandatory that all appropriate maintenance inspections/repair/modifications etc. are carried out at stipulated intervals as prescribed by aircraft manufacturers and Director General of Civil Aviation. As on 31st October, 2006, 2 of the leased aircrafts of Air India were grounded for mandatory checks while no leased aircraft of Indian Airlines was on ground on that date.

(c) to (e) As per terms of lease agreement, the airlines continues to pay Lease Rental and fixed component of Maintenance reserve if they are on calendar month basis. Further, the aircraft are taken on terms and conditions which vary from lessor to lessor, aircraft to aircraft condition, age, airframe/engine combination, duration of lease, number of aircraft and lease market conditions during negotiations.